

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph that begins on page 6, line 19 with the following:

A brake regeneration accumulator 42 stores energy recovered during the process of braking the drive wheels of the motor vehicle and stores that energy in the form of relatively high pressure hydraulic fluid. In accordance with the state of two control solenoids 46, 48, accumulator 42 is connected to and disconnected from rail 13 through a regen shutoff/powermode valve 44, or multiple valves arranged in series. Valve 44 has a first state in which accumulator 42 is open to rail 13 regardless of the differential pressure across the valve, a second state that closes a hydraulic connection between accumulator 42 and rail 13 when pressure in the accumulator is greater than rail pressure, and a third state that opens that connection when rail pressure is greater less than the accumulator pressure.

Please replace the paragraph that begins on page 10, line 19 with the following:

The control can be implemented in the hydraulic hybrid powertrain of Figure 1. The power mode accumulator 32 is hydraulically isolated from the regen or main accumulator 42 and system by splitting valve 74 and valve 34, or the valve ~~79~~ 111 arranged in parallel with hydraulic valve 34. The power mode accumulator 32 generally is maintained at a higher pressure than the pressure in the rail 13 and the system.

Please replace the paragraph that begins on page 11, line 26 with the following:

The magnitude of pressure in main accumulator 42 is a measure of the magnitude of energy stored in the main accumulator 42. If the main accumulator 42 contains sufficient stored energy, i.e., a magnitude of energy sufficient to meet a demand for torque at a set of wheels, such as to accelerate the vehicle from a stopped

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condition to 20 mph, the splitting valve 74 may be closed, so that energy stored in main accumulator 32 only supplies fluid to one of the pump-motors 22, 26, preferably the front pump-motor 22. The other pump-motor 26 is then supplied with fluid from the engine 16-pump 14, and engine 16-pump 14 and pump-motor 26 both operate at a pressure above the pressure in the main accumulator 42 to drive the rear wheels. Pump-motor 26 produces more power or torque at the rear wheels due to the higher pressure in rail 13 than if pump-motor 26 were in communication with the main accumulator 42.